



**Planning, Development
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DATE: 06.08.2016

TO: ProTrak

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■ **44 DARLINGTON AVE STORAGE BUILDING [TRC Plan Review]**

∞ Initial Review Note ∞

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.



BASE INFORMATION:

- Revise all sheets to accurately illustrate the proposed and existing driveway conditions. The demolished driveway was left on the site plan CS-201 and CS-241, which makes it difficult to see the proposed plan details.
- If pavement markings on site have weathered to the point they are not in accordance with the MUTCD standard of maintenance, do not show the markings as existing, and rather show them as proposed on the site plan.

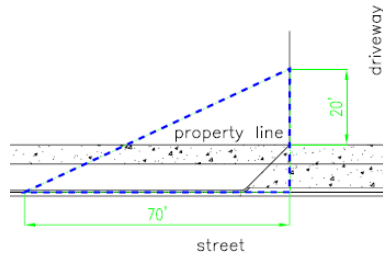
TECHNICAL STANDARDS – DRIVEWAY ACCESS (Non-Major Thoroughfares):

1. Minimum distance between two driveways is 20' as measured between driveway aprons/curb returns at curb line or edge of roadway. Please revise plans accordingly. [\[7-11 CofW Tech Stds\]](#)
2. The driveway curb return must be at least 6.5' from intersecting property lines. [\[Chapter VII, C, Table 4 CofWTSSM\]](#)

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):

3. Show driveways for adjacent lots and lots across the street.
4. Note which existing driveways will be closed. Extend the curb along these driveways and restore the verge area to match the existing/proposed.
5. Driveways shall be City-standard ramp-type driveways. Show appropriate City standard detail(s) on plan. [\[Chapter VII ,Detail SD 8-02 CofWTSSM\]](#)
6. The proposed one-way driveways and tapers appear to be too large. The 15' drive way and 6.5' taper required for the driveways, appear to be much larger.
7. Dimension driveway widths and tapers. [\[Sec.18-529 CofW LDC\]](#)

8. Show proposed driveway centerline elevations at both the front and the back of each concrete driveway apron, at the curb line, property line & points at 26' and 52' behind the property line. [\[Chapter VII, C\(1\)\(a\)\(2\)12 CofWTSSM\]](#)
9. Provide a sidewalk connection between the site and the public sidewalk.
10. Distinguish between proposed and existing sidewalk(s) and provide dimensions.
11. Show all adjacent traffic signs and pavement markings on the plan. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)
12. Show and apply the City's 20'x70' sight distance triangle at each driveway on the site plan and landscaping plan. [\[Sec.18-529\(c\)\(3\)CofW LDC\]](#) Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [\[Sec.18-566 CofW LDC\]](#)



TECHNICAL STANDARDS – PARKING:

13. Please verify the minimum parking stall dimensions (for the angled parking) within the City of Wilmington Technical Standards and Specifications Manual, Table 6 for the dimensions for 60 degree parking. [\[Chapter VII, Table 6, pg 7-19, CofWTSSM\]](#)
14. The minimum radius is 25' for any portion of a parking lot adjacent to a travel way (i.e. islands at the end of a parking bay) for parking that is open to the public. If the travel way will not be used for emergency service vehicles or truck traffic, you may request a tighter radius, the minimum is 15'. This request must be made in writing. [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)
15. The proposed parking lot appears to be missing landscape islands at the end of the parking spaces.
16. The rear parking spaces appear to be on the property line.
17. The front and rear parking spaces do not have backing stubs. The backing stub is to be 10' deep by 15' wide. Please dimension. [\[Chapter VII ,Detail SD 15-12 CofWTSSM\]](#)
18. Protection from vehicles is required around all required landscaped areas within vehicular areas.
19. If the parking lot is paved, the requirement to install landscape timber is not required.
20. Is the parking lot flush with the asphalt and building FFE? The site plans have shown a ramp that is more consistent with a grade change of greater than 5% grade from the Handicap space to the ADA accessible opening.
21. Show the location of the dumpster pad for this site. Provide a turning movement analysis of a Trash Truck to the dumpster location. If roll out carts are proposed, show this as a note on the site plans.
22. The propose 14' concrete drive appears to end at the front of the new warehouse. How will vehicles get ingress and egress to the remaining three (3) parking spaces on the site?
23. Vehicles must enter and exit the site in a forward motion, therefore, adequate vehicle turning/backing stubs must be provided for these spaces.
24. Will the site have a loading area for the new warehouse? If so, show the loading zone on the site plans.
25. As the developer has chosen to provide automobile spaces, bicycle parking is also requested for the site. Please add the proposed number to the site data table and graphically indicate on the plans the location of bike parking. [\[Sec.18-528 CofW LDC\]](#)

TECHNICAL STANDARDS – Barrier Free Design:

26. The site does not appear to have 5' sidewalk along the front of the front parking lot and adjacent to 60 degree parking spaces. Ensure the parking and sidewalk meets ADA requirements. An allowance for a

2.5' vehicle overhang must be considered. 4' of the sidewalk must remain clear for pedestrian use.

[\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)

27. Please show location of handicap signs and provide details on the plan.

28. Note the required and proposed number of handicapped spaces in the development data.

[\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

29. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

GENERAL NOTES TO ADD TO THE PLAN:

- A. All pavement markings in public rights-of-way and for driveways are to be thermoplastic and meet City and/or NCDOT standards. [\[Detail SD-13 CofW Tech Stds\]](#)
- B. All signs and pavement markings in areas open to public traffic are to meet MUTCD (Manual on Uniform Traffic Control Devices) standards. [\[Detail SD 15-13 CofW Tech Stds\]](#)
- C. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- D. Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.
- E. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [\[SD 15-14 CofW Tech Stds\]](#)

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact Alina Dorofeeva at 341-7888, Alina.dorofeeva@wilmingtonnc.gov to discuss street lighting options.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.